PROJECT COST SUMMARIES (HIGH COST 8-Lane)

SUBCORRIDOR	ALTERNATIVES	/ES	GRADE & DRAIN	CONSTRUCTION BASE & SURFACE BR	IDGE	MISCELLANEOUS	CONTINGENCY	CONSTRUCTION	ADMINISTRATION	SUBTOTAL CON. D&A	RIGHT-OF-WAY	TOTAL COST F	ROADWAY O&M	RIVER BRIDGE
	NO-BUILD		\$	\$ 12,609,450	,576,316	2,837,153	3,404,584	\$ 20,427,503	2,042,750	\$ 22,470,253		\$ 22,470,253	\$ 443,300	
	ARMOUR/210	BUILD ALTERNATIVE	\$ 185,760	\$ 3,107,450	\$ 7,230,500 \$	1,183,669 \$	2,341,476	s		\$ 17,139,603		\$ 17,139,603		
HTS	16TH ST.	BUILD ALTERNATIVE	\$ 47,120	\$ 844,065	\$ 2,124,240 \$	593,272 \$	721,739	\$ 4,330,437 \$	952,696	\$ 5,283,133		\$ 5,283,133		
НОМ	L	i i	-			1	074 700 0	100 001		00		1000	30	
1	MAINLINE SIIBTOTAL: NO BIII D	BUILD ALIERNATIVE	\$ 6,960,014	5,589,948	^		016,168,6	\$ 23,589,061 \$	5,189,593	\$ 28,7/8,654	1,400,000	\$ 30,178,654 \$		
	SUBTOTAL: BUILD ALTERNATIVE							\$ 41,968,353 \$	9,233,038	\$ 51,201,390	\$ 1,400,000	-	\$ 588.041	
	NO-BUILD		<u>-</u>	\$ 9,938,100	\$ 13,761,817 \$	4,739,983 \$	5,687,980	34,127,880	3,412,788	\$ 37,540,668	69			
	MISSOURI RIVER BRIDGE	ALTERNATIVE A			G			\$ 49,100,000	-	\$ 49,100,000		\$ 98,200,000		\$ 6,600,000
		ALTERNATIVE B-1			\$ 54,400,000			\$ 54,400,000	J.,	\$ 54,400,000		\$ 108,800,000		\$ 2,900,000
		ALTERNATIVE B-2			\$ 54,400,000				(v	\$ 54,400,000				
		ALTERNATIVE C			\$ 54,400,000			\$ 54,400,000	~ 7	\$ 54,400,000		\$ 108,800,000		\$ 2,900,000
	BEDFORD/LEVEE	ALTERNATIVEA			<u>ب</u>	497,470	4,309,232	25,855,390	5,688,186					
		ALIEKNATIVE B-1		3, 1,426,048	,	497,470	4,309,232	75,855,390	5,688,186					
		ALIERNATIVE B-2		-	\$ 19,622,640	497,470	4,309,232		5,688,186	\$ 31,543,576		\$ 31,543,576		
NC		ALIERIVALIVE		490,064	9 10,734,400	0.29,139	4,102,301	¢ 500'/60'07 ¢	9,021,004	30,019,410		9 30,018,410		
ISS	FRONT ST	ALTERNATIVE A	175,200	\$ 2177 175	\$ 18940 640 \$	\$ 860 862	4 418 223	\$ 26 509 336 \$	5 832 054	\$ 32 341 390		\$ 32,341,390		
02		ALTERNATIVE B-1	175 200			298 098	4 418 223	26 509 336	5 R32 054					
3 C		ALTERNATIVE B-2	270.400	\$ 2.478.248	\$ 24.430.560	995,368	5,634,915	33,809,491	7.438.088				Ì	
H3/		ALTERNATIVE C	270,400		\$ 25,068,960	989,016	5,754,843	34,529,059		\$ 42,125,452				
lЯ														
	MAINLINE	ALTERNATIVE A	\$ 6,865,973	\$ 2,588,664	s	\$ 8,301,609 \$	3,551,249	\$ 21,307,495 \$	4,687,649	\$ 25,995,144	\$ 3,800,000	\$ 29,795,144 \$	\$ 609,424	
		ALTERNATIVE B-1	\$ 7,993,135	\$ 2,588,664				s	5,043,544	\$ 27,968,742	\$ 3,800,000	\$ 31,768,742 \$	\$ 609,424	
		ALTERNATIVE B-2				8,611,614	3,952,427	\$ 23,714,564	5,217,204	\$ 28,931,769 \$				
		ALTERNATIVE C	\$ 9,581,934	\$ 2,493,400	\$	7,654,997	3,946,066	\$ 23,676,397	5,208,807	\$ 28,885,205	\$ 8,400,000			
	SUBTOTAL: NO-BUILD							\$ 34,127,880 \$		\$ 37,540,668	⇔	\$ 37,540,668 \$		
	SUBTOTAL: ALTERNATIVE A							\$ 122,772,221 \$	16,207,889	\$ 138,980,110	\$	\$ 142,780,110 \$		
	SUBTOTAL: ALTERNATIVE B-1							\$ 129,689,924 \$		\$ 146,253,708	\$	\$ 150,053,708 \$	\$ 609,424	
	SUBTOTAL: ALTERNATIVE B-2							\$ 137,779,445 \$	18,343,478	\$ 156,122,923	\$		\$ 609,424	
	SUBTOTAL: ALTERNATIVE C							\$ 137,703,340 \$	1	\$ 156,030,075	\$ 8,400,000	\$ 164,430,075 \$		
	NO-BUILD		-	\$ 16,965,150	\$	5	9	\$ 36,558,285 \$	н	\$ 40,214,114	- \$	\$ 40,214,114 \$	\$ 403,000	
	PASEO BLVD.	ALTERNATIVE A	\$ 486,679	\$ 238,472	\$ 972,640	321,529	403,864		533,100 \$	\$ 2,956,284		\$ 2,956,284		
		ALTERNATIVE B	\$ 481,479	\$ 238,472	\$ 972,640 \$	320,510 \$	402,620	\$ 2,415,721 \$	531,459	\$ 2,947,180		\$ 2,947,180		
	M O / O A K ST /	AI TEDNATIVE A	·						,					
,	(10,110,0)	ALTERNATIVE B		\$ 2,492,382	\$ 3,440,960	1,325,707	1,451,810	8,710,859	1,916,389	\$ 10,627,248		\$ 10,627,248		
d0														
07	MAIN ST.	ALTERNATIVE A							J 27	\$				
HTF		ALTERNATIVE B	69	\$ 1,179,838	\$ 1,580,960 \$	808,632 \$	713,886	\$ 4,283,315 \$	942,329	\$ 5,225,645		\$ 5,225,645		
ION	PBOADlatav	ALTEDNIATR/C A	€	081 640	2 7714 560 5	701 703 €	1 837 522	¢ 11 005 135 €	2 425 530	13 450 664		13.450 664		
αε	L CARONA	ALTERNATIVED			7714560	491,103	1 837 522	11 025,135		13.450.664				
CE		ALIENIALINE B	•		000't	Or in	350,100,1	201,020,11		10,001				
	MAINLINE	ALTERNATIVE A	749	\$ 3,604,640	63		3,848,898	\$ 23,093,385 \$		\$ 28,173,930 \$	1,000,000		\$ 534,583	
		ALTERNATIVE B	\$ 3,962,949	\$ 4,911,539	\$ 13,084,400 \$	7,330,013 \$	5,857,780	\$ 35,146,681 \$		\$ 42,878,951	\$ 1,000,000	\$ 43,878,951		
	SUBTOTAL: NO-BUILD							36,558,285	3,655,829			40,214,114		
	SUBTOTAL: ALTERNATIVE A							\$ 36,541,704 \$	8,039,175	\$ 44,580,879 \$	1,000,000	\$ 45,580,879 \$	\$ 534,583	
_	INTRIPTOTAL - ALTERNATIVE R		_		_				31 37 0 7 7 3 6 7	27 400 4411	6	400000000000000000000000000000000000000		

NOTES:
NO-BUILD COSTS SHOWN IN 2005 DOLLARS.
NO-BUILD COSTS SHOWN IN 2005 DOLLARS.
NO-BUILD COSTS SHOWN IN 2005 TO 2005 COST, EXTRAPOLATED OUT 30 YEARS AT A 2% ANNUAL. INFLATION RATE AND DISCOUNTED AT 2% TO BRING BACK TO 2005 COST.
4 LANE BASE COST IS \$28,520 ANNUALLYMILE
8 LANE BASE COST IS \$38,179 ANNUALLYMILE
8 LANE BASE COST IS \$38,179 ANNUALLYMILE
PREFERRED ALTERNATIVE(S) IS (ARE) HIGHLIGHTED. (The Preferred Alternative for the CBD North Loop has changed from Alternative B to Alternative A since the DEIS.)

100,225,035 240,962,379 248,235,977 258,405,193 262,612,344 271,511,188 278,784,786 288,954,001 293,161,153

6,200,000 6,200,000 6,500,000 10,800,000 6,200,000 6,500,000 6,500,000

234,762,379 242,035,977 242,035,977 251,905,193 251,812,344 265,311,188 272,584,786 282,454,001 282,361,153

9,111,367 33,480,101 33,835,996 35,615,690 35,598,947 38,988,903 39,344,797 41,124,492 41,107,749

91,113,668 201,282,278 208,199,981 216,218,397 226,322,285 233,239,988 241,329,509 241,329,509

BULDALT, AALT, A
BULDALT, B-14ALT, A
BULDALT, B-14ALT, A
BULDALT, B-14ALT, A
BULDALT, CALT, A
BULDALT, B-14ALT, B
BULDALT, B-14ALT, B
BULDALT, B-14ALT, B
BULDALT, B-14ALT, B
BULDALT, CALT, B
BULDALT, CALT, B

GRAND TOTAL: N
GRAND TOTAL: B

PROJECT COST SUMMARIES (LOW COST & Lane)

SIBCOBBIDE	SAVITERNATIVES	SEC.		CONSTRUCTION			CONTINGENCY		DESIGN &	SUBTOTAL	PIGHT-OF-WAY	TOTAL	POADMAY ORM	ь—	OURI
0000000			GRADE & DRAIN	BASE & SURFACE	IDGE	MISCELLANEOUS		NO.	ADMINISTRATION	CONS., D&A	10-11-01	10101	ino lunguon	RIVER BRIDGE	RIDGE
	NO-BUILD		ь	-	\$ 1,576,316	2,837,153	3,404,584	20,427,503		\$ 22,470,253			\$ 443,300		
	ARMOUR/210	BUILD ALTERNATIVE	\$ 185,760	\$ 3,107,450	\$ 7,230,500 \$	1,183,669	\$ 2,341,476	\$ 14,048,855	\$ 3,090,748	\$ 17,139,603		\$ 17,139,603			
Н	100	DI II O AI TEDNATIVE	47 130	9044 065	4 100 560 6	603 272	\$ 647,003	3 100 001 &	\$ 800.445	3 704 465		3 70/ /65			
.BO			•		•					2010		9,100,100			
N	MAINLINE	BUILD ALTERNATIVE	\$ 6,960,014	\$ 5,589,948		\$ 7,107,589	\$ 3,931,510	\$ 23,589,061	\$ 5,189,593 \$	\$ 28,778,654	\$ 1,400,000	\$ 30,178,654	\$ 819,976		
	SUBTOTAL: NO-BUILD								\$ 2,042,750	\$ 22,470,253		\$ 22,470,253	s		
	SUBTOTAL: BUILD ALTERNATIVE							\$ 40,739,937	98,	\$ 49,702,723	\$ 1,400,000	\$ 51,102,723	\$ 819,976		
	NO-BUILD		\$	\$ 9,938,100	\$ 13,761,817 \$	4,739,983	\$ 5,687,980	\$ 34,127,880		\$ 37,540,668		\$ 37,540,668	s		
	MISSOURI RIVER BRIDGE	ALTERNATIVE A			ь			\$ 49,100,000		\$ 49,100,000		\$ 49,100,000		\$ 6.	6,600,000
		ALTERNATIVE B-1			\$ 54,400,000			\$ 54,400,000		\$ 54,400,000		\$ 54,400,000		\$ 2,	2,900,000
		ALTERNATIVE B-2			\$ 54,400,000			\$ 54,400,000		\$ 54,400,000		\$ 54,400,000		\$ 2,	2,900,000
		ALTERNATIVE C			\$ 54,400,000					\$ 54,400,000		\$ 54,400,000			2,900,000
	BEDFORD/LEVEE	ALTERNATIVE A	\$	\$ 1,426,048	\$ 10,862,800 \$	497,470	\$ 2,557,264	\$ 15,343,582 \$		\$ 18,719,170		\$ 18,719,170			
		ALTERNATIVE B-1		\$ 1,426,048	6A	497,470	\$ 2,557,264	s	\$ 3,375,588	\$ 18,719,170					
		ALTERNATIVE B-2		\$ 1,426,048	69	497,470	\$ 2,557,264	15,343,582		\$ 18,719,170		\$ 18,719,170			
91		ALTERNATIVE C		\$ 1,490,684	\$ 9,761,600 \$	629,739	\$ 2,376,405 \$	\$ 14,258,428 \$	\$ 3,136,854	\$ 17,395,282		\$ 17,395,282			
NIS															
so	FRONT ST.	ALTERNATIVE A	\$ 175,200		s	798,098	2,651,775	₩				\$ 19,410,991			
BC		ALTERNATIVE B-1		\$	\$ 10,108,400	798,098		15,910,648		\$ 19,410,991		\$ 19,410,991			
) Ы		ALTERNATIVE B-2		\$	\$ 15,651,920			23,275,123							
IΛΕ		ALTERNATIVE C	\$ 270,400	\$ 2,445,840	\$ 16,639,120 \$	989,016	\$ 4,068,875	\$ 24,413,251	\$ 5,370,915	\$ 29,784,166		\$ 29,784,166			
Я															
	MAINLINE	ALTERNATIVE A					\$ 3,551,249	ړ	4,687,649	\$ 25,995,144	\$ 3,800,000	\$ 29,795,144	s		
		ALTERNATIVE B-1	\$ 7,993,135		07	\$ 8,522,533	3,820,866	\$ 22,925,198	5,043,544		s	\$ 31,768,742	s		
		ALTERNATIVE B-2		\$ 2,469,792		8,611,614		23,714,564	5,217,204	\$ 28,931,769	4,100,000	\$ 33,031,769	\$ 849,794		
		ALTERNATIVE C	\$ 9,581,934	\$ 2,493,400	\$	7,654,997	\$ 3,946,066	23,676,397		\$ 28,885,205	\$ 8,400,000		\$ 849,794		
	SUBTOTAL: NO-BUILD							\$ 34,127,880 \$		\$ 37,540,668		\$ 37,540,668	\$ 459,420		
	SUBTOTAL: ALTERNATIVE A							\$ 101,661,725 \$		\$ 113,225,305	\$ 3,800,000	\$ 117,025,305	s		
	SUBTOTAL: ALTERNATIVE B-1							\$ 108,579,428 \$		\$ 120,498,903		\$ 124,298,903	\$		
	SUBTOTAL: ALTERNATIVE B-2								\$ 13,713,319	\$ 130,446,589		\$ 134,546,589	s		
	SUBTOTAL: ALTERNATIVE C							116,748,076		\$ 130,464,653	\$ 8,400,000	\$ 138,864,653	\$ 849,794		
	NO-BUILD			\$ 16,965,150	\$ 8,422,548 \$	5,077,540	\$ 6,093,048 \$	\$ 36,558,285 \$	\$ 3,655,829	\$ 40,214,114		\$ 40,214,114	\$ 403,000		
	PASEO BLVD.	ALTERNATIVE A	\$ 486,679	\$ 238,472	s		\$ 403,864	\$ 2,423,184 \$		\$ 2,956,284		\$ 2,956,284			
		ALTERNATIVE B	\$ 481,479	\$ 238,472	\$ 972,640 \$	320,510	\$ 402,620	\$ 2,415,721	\$ 531,459	\$ 2,947,180		\$ 2,947,180			
	. HO 244 O	L SE LA CULLE	6	6	6	6	6	6		6					T
	M-9 (OAN OI.)	ALIERNATIVE A	•	- 000 383	\$ 090 UVV & \$	1 325 707	1 451 810	\$ 710 850	1 016 380	\$ 10 R27 24B		3 10.627.248			
ЧC		OF LENKY INC B	·	1						0,027,120,01		9 10,027,270			
ΓΟ(MAIN ST.	ALTERNATIVE A													
HI		ALTERNATIVE B	·	\$ 1,179,838	\$ 1,580,960 \$	808,632	\$ 713,886	\$ 4,283,315 \$	\$ 942,329	\$ 5,225,645		\$ 5,225,645			
.НО															
N C	BROADWAY	ALTERNATIVE A	. \$	\$ 981,649	s			\$ 11,025,135		\$ 13,450,664		\$ 13,450,664			
CBI		ALTERNATIVE B	٠.	\$ 981,649	\$ 7,714,560 \$	491,403	\$ 1,837,522	\$ 11,025,135 \$	\$ 2,425,530	\$ 13,450,664		\$ 13,450,664			
	L	e Ly alternative	9	0707070	Ę	000000			77.000		7				T
	MAINCINE	ALIERINALIVE A	3 2,811,749	3,044,040	\$ 007 87 1 8		3,848,898 9	23,093,383	5,080,545	28,173,930	000,000,	42 070 054	747 423		T
		ALI EKNATIVE B		4	ņ			35,146,681		\$ 42,878,951	1,000,000	\$ 43,878,951	\$ /45,433		
	SUBTOTAL: NO-BUILD							36,558,285		\$ 40,214,114		ı	2		Ī
	SUBTOTAL: ALTERNATIVE A								\$ 8,039,175	\$ 44,580,879	_	\$ 45,580,879	s		
	SUBTOTAL: ALTERNATIVE B							\$ 61,581,711	\$ 13,547,976	\$ 75,129,688	\$ 1,000,000	\$ 76,129,688	\$ 745,433		1

GRAND TOTAL: NO-BUILD	\$ 91,113,66	69	9,111,367 \$	100,225,035 \$	
GRAND TOTAL: BUILD/ALT. A/ALT. A	\$ 178,943,36	€>	28,565,541 \$	\$ 906,806,502	6,200,000
GRAND TOTAL: BUILD/ALT. B-1/ALT. A	\$ 185,861,069	69	28,921,435 \$	214,782,504 \$	6,200,000
GRAND TOTAL: BUILD/ALT. B-2/ALT. A	\$ 194,014,91	63	30,715,280 \$	224,730,190 \$	6,500,000
GRAND TOTAL: BUILD/ALT. C/ALT. A	\$ 194,029,71	¢\$	30,718,538 \$	224,748,255 \$	10,800,000
GRAND TOTAL: BUILD/ALT. A/ALT. B	\$ 203,983,37	s	34,074,342 \$	238,057,715 \$	6,200,000
GRAND TOTAL: BUILD/ALT. B-1/ALT. B	\$ 210,901,07	s s	34,430,237 \$	245,331,313 \$	6,200,000
GRAND TOTAL: BUILD/ALT. B	\$ 219,054,91	63	36,224,082 \$	255,278,999 \$	6,500,000
GRAND TOTAL; BULD/ALT. C/ALT. B	\$ 219,069,72	€9	36,227,339 \$	255,297,063 \$	10,800,000

100,225,035 213,708,906 220,982,504 231,548,255 245,711 261,531,313 261,778,999 266,097,063

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NOTES:
NO-BUILD COSTS SHOWN IN 2005 DOLLARS.
A CHER BASE OST SHOWN IN 2005 DOLLARS.
A CHER THE AND EASTS SHOWN IN 2005 DOST, EXTRAPOLATED OUT 30 YEARS AT A 2% ANNUAL INFLATION RATE AND DISCOUNTED AT 2% TO BRING BACK TO 2005 COST.
A LANE BASE COST IS 536,520 ANNUALLYMILE
B LANE BASE COST IS 536,773 ANNUALLYMILE
PREFERRED ALTNERATIVE(S) IS (ARE) HIGHLIGHTED. (The Preferred Alternative for the CBD North Loop has changed from Alternative B to Alternative A since the DEIS.)